BookletChart™

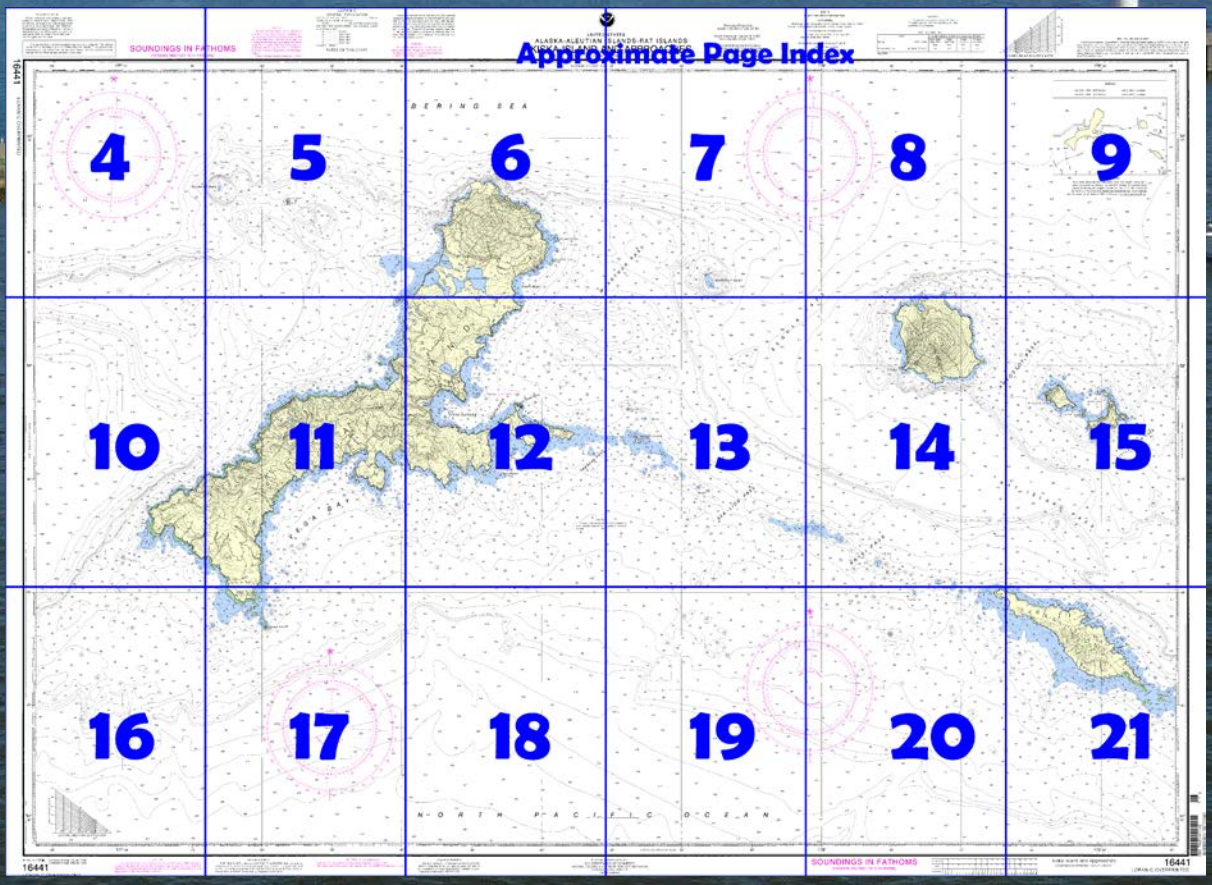
Kiska Island and Approaches

NOAA Chart 16441

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

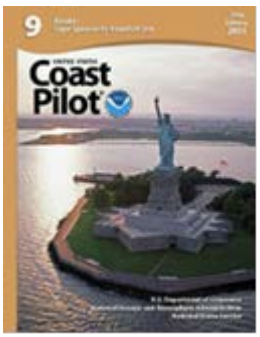
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16441.



(Selected Excerpts from Coast Pilot)
Rat Island, 12 miles NW of Amchitka Island, is 8 miles long with a greatest width of 2 miles. The interior is rugged and mountainous, and the shores are rocky. Most of the N coast is precipitous and fringed with reefs; small islets and a reef extend 2 miles SE from **Ayugadak Point**, the E end of the island.
Ayugadak Point is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the rookery. (See **50 CFR 223.202**, chapter 2, for limits and regulations.)
Gunners Cove, about midway along the N side of Rat Island, has depths of 1 to 12 fathoms, but is not suitable for anchorage. The bottom is smooth rock and the wind funnels through the cove. A prominent 50-foot cataract is at the head of the cove.
Protection for small vessels in W weather is available off the entrance to Gunners Cove in 17 fathoms. Rocks and reefs on both sides of the cove restrict the swinging room. Larger vessels can anchor farther off the cove in 28 fathoms, sand bottom. The anchorage on the SW coast of Little Sitkin Island offers protection from NE weather.
Fair anchorage during S weather can be had 2 miles E of **Krysi Point**, the W end of Rat Island, in 28 fathoms. The slope between the 20- and 30-fathom curves is less abrupt at this anchorage than elsewhere along the N coast; however, the bottom is irregular inside the 20-fathom curve.
A good anchorage in N and E weather is 1.2 miles offshore midway along the S coast of Rat Island in 17 to 25 fathoms. The anchorage is 0.8 mile NW of the offshore group of rocky islets, 20 feet high, that is the dominant feature along this coast. Approach the anchorage from the SW, passing 0.6 mile W of the islets.
Davidof Island, 7.5 miles N of Rat Island, is irregular in shape with a N-S length of 2 miles and a greatest width of 0.7 mile. The high point in the S part is 1,074 feet and the summit in the N part is 922 feet high. The projecting E point of the island is marked by a prominent cone-shaped grayish-tan summit.
Khvostof Island, 1 mile NW of Davidof Island, is 1.5 miles long and 0.8 mile wide. The interior is rugged and mountainous; the highest peak of 870 feet is in the W part. Prominent twin rock pinnacles are close off the N end of the island, and a low flat rock is 700 yards off the NW shore. A 1½-fathom shoal is 0.4 mile off the N point of the island.
The passage between Davidof Island and Khvostof Island is partially blocked by small and rugged **Pyramid Island**. The openings on either side of Pyramid Island are narrow and foul, and have extremely heavy kelp. The blocked passage helps protect **Crater Bay**, NE of Pyramid Island from SE to SW weather. Use of Crater Bay is restricted by a 2½-fathom shoal 0.6 mile N of Pyramid Island. The part of the bay between Pyramid Island and Davidof Island is clear but too deep for anchorage except close under the shore of Davidof Island, where small craft can find excellent protection. Small craft can also anchor, with limited swinging room, close under the NE shore of Khvostof Island. Large vessels can anchor, free from tidal current, just inside the 30-fathom curve midway between the N end of Khvostof Island and the knife-edged pinnacle off the N end of Davidof Island.
Khvostof Pass, between Khvostof Island and Segula Island, is deep and clear and may be navigated without difficulty. The pass is subject to heavy tide rips at strength of spring currents, especially with moderate breezes from any direction.
Segula Island, 10 miles NW of Rat Island and the most W of the group on the N side of Rat Island Pass, has a N-S length of 4 miles and an E-W width of 3.6 miles. The island is a lone crater-topped mountain, rising to 3,784 feet. A prominent deep fissure is on the S face of the mountain. Just W of the break is a broad, grassy slope that extends to the rocky bluff midway along the S shore.
Iron Point, on the SE corner of the island, is a narrow, grass-covered, rock bluff 72 feet high; foul ground, marked by kelp and a breaker, extends 500 yards from the point. **Gula Point**, the northernmost tip of the island, is low, narrow, and grass covered. A distinctive dark, round-topped hill is at the end of the long ridge E of the small cove on the N side of the island, W of Gula Point. The cove entrance is nearly closed by reefs.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

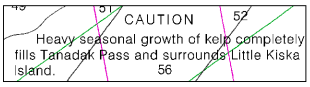
Corrected through NM Jan. 15/05
Corrected through LNM Jan. 4/05

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:80,000 at Lat. 51°56'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER



AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.655" southward and 10.264" westward to agree with this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

UPDATING SERVICE
FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Kiska Harbor, AK	(51°59'N/177°33'E)	3.6	3.2	1.2	--.--

(Apr 2004)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.655" southward and 10.264" westward to agree with this chart.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

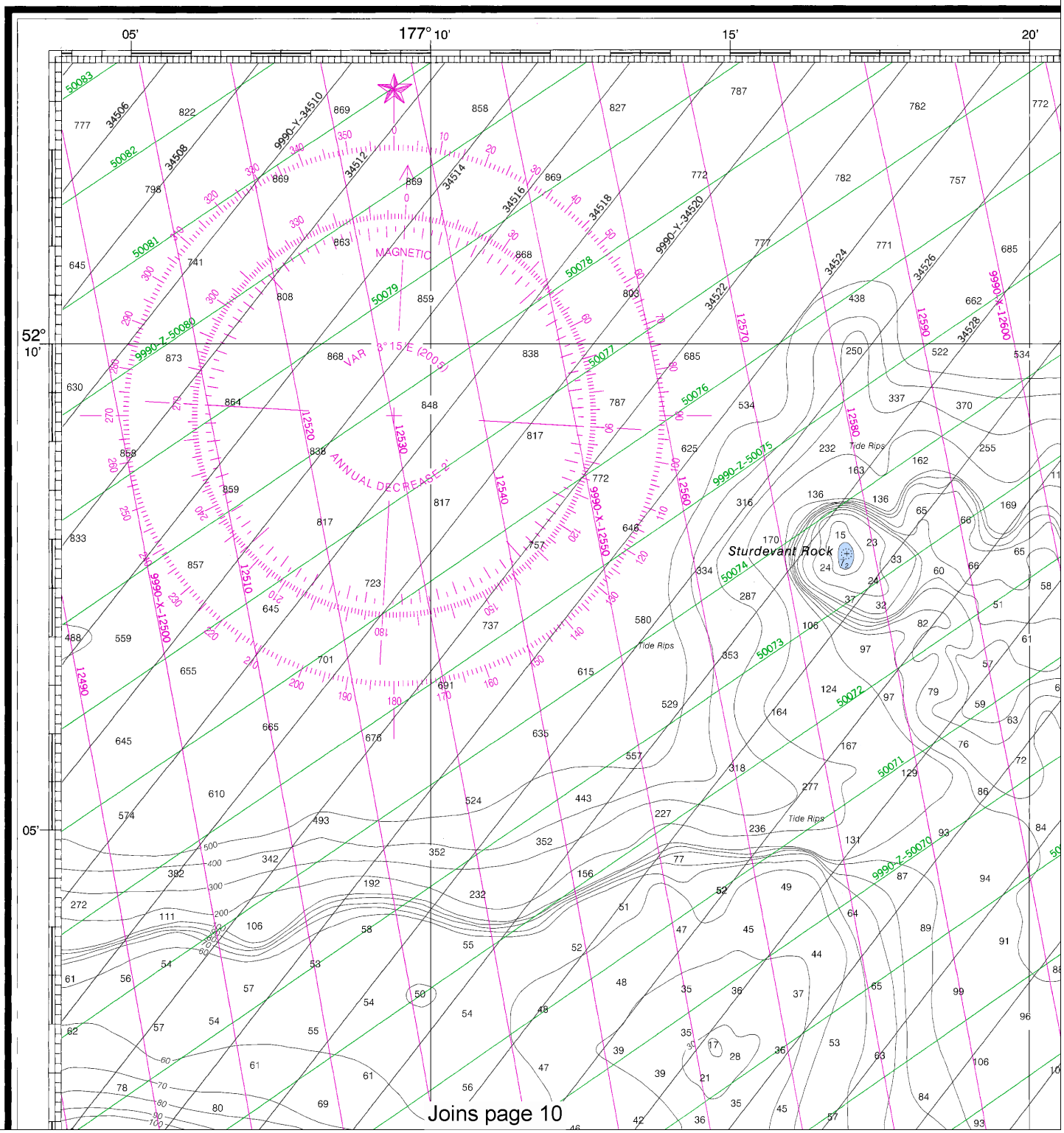
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Navigation
Chapter 2, U.S.
revisions to Ch
Notice to Marin
the regulations
of the Command
in Juneau, Alaska
Engineer, Corps
Alaska.
Refer to chart

16441

LORAN-C OVERPRINTED



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.

NOTE A

regulations are published in
S. Coast Pilot 9. Additions or
Chapter 2 are published in the
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ka, or at the Office of the District
ps of Engineers in Anchorage,

arted regulation section numbers.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary
EXAMPLE: 9990-X

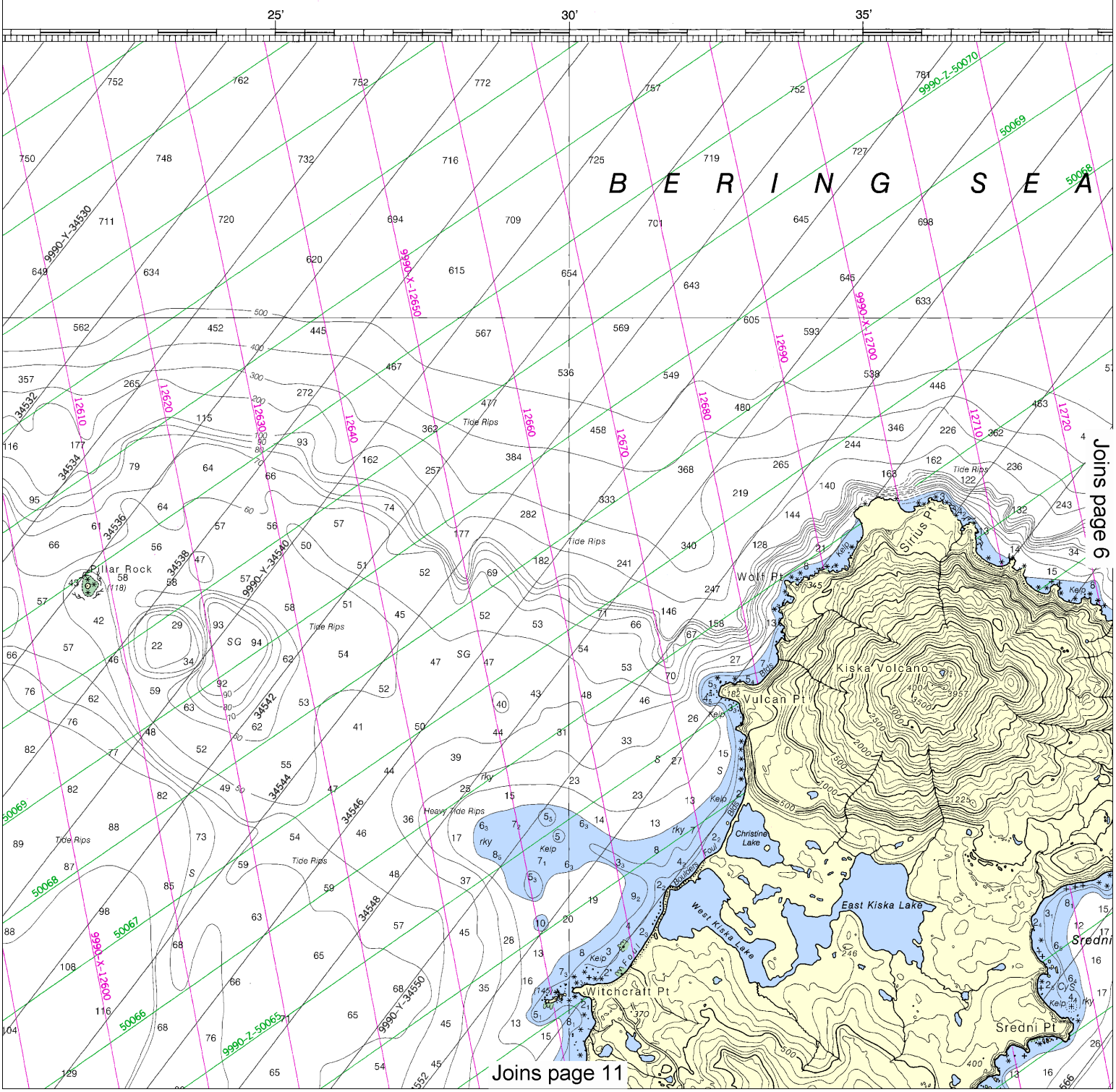
RATES ON THIS CHART

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

)RAN-C
EXPLANATION
NCY.....100kHz
TERVAL
.....99,900 Microseconds
ATORS: (Not individual station

ster
condary
condary
condary
condary

N THIS CHART
990-Y 9990-Z

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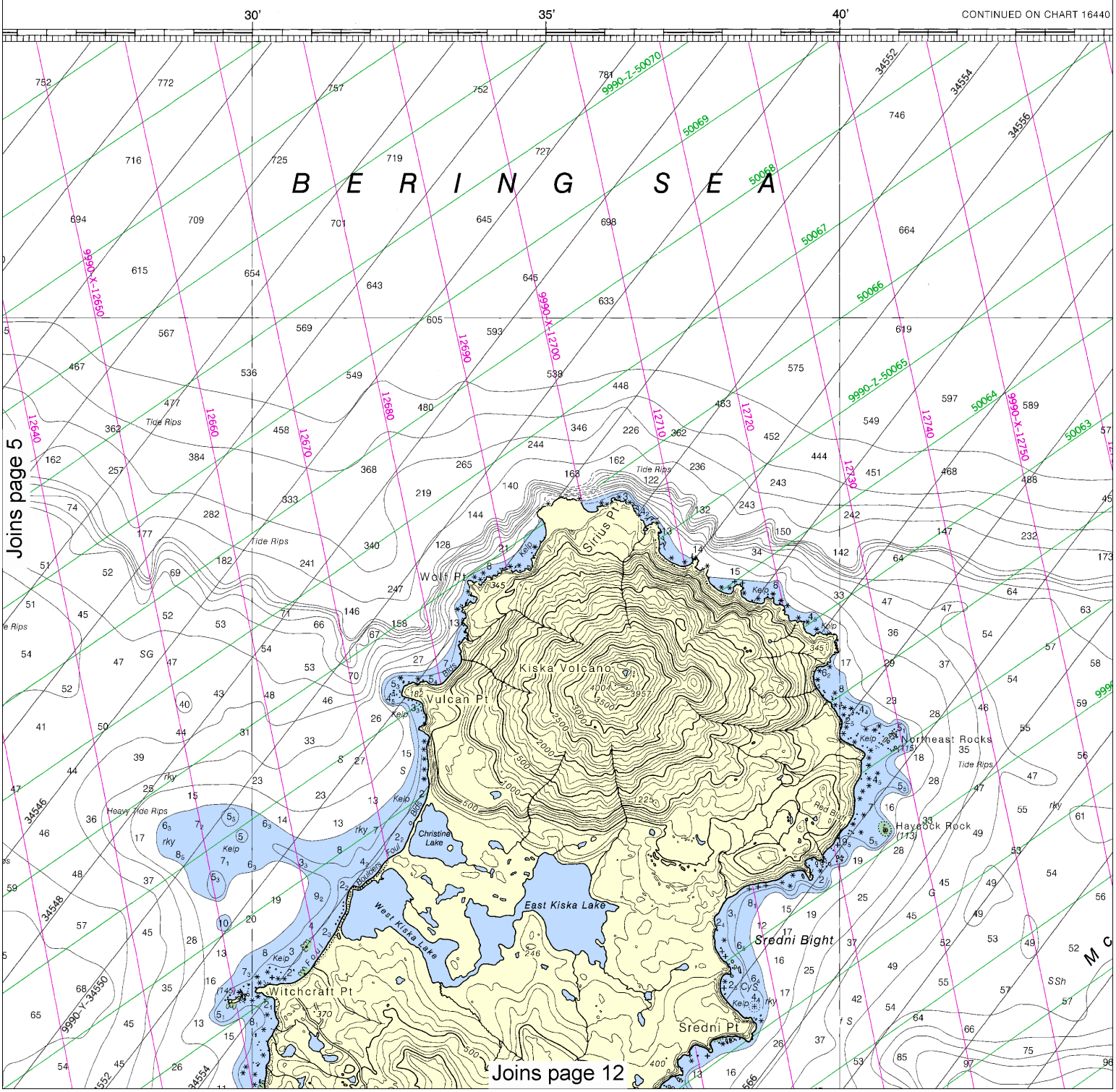
UNITED
ALASKA-ALEUTIAN I
KISKA ISLAND A
1st Ed., May 19



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

STATES

ISLANDS-RAT ISLANDS
AND APPROACHES

944 KAPP 2481

Mercator Projection
Scale 1:80,000 at Lat. 51°56'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
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For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION
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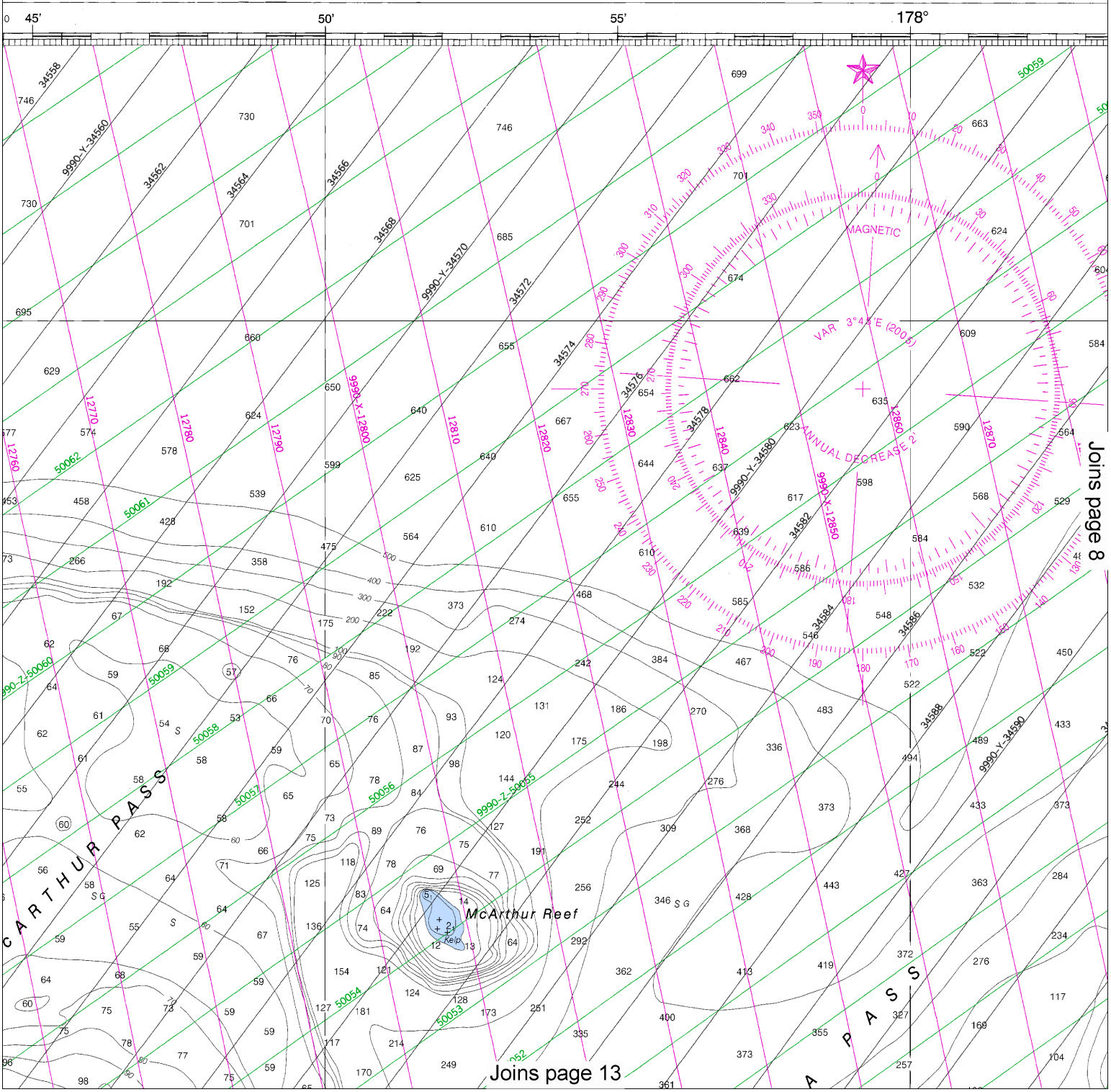

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

Mercator Projection
Scale 1:80,000 at Lat. 51°56'

North American Datum of 1983
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CAUTION
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navigation are not indicated on thi
Local Notice to Mariners.

TIDAL INFORMATION

Place		Height refer
Name	(LAT/LONG)	Mean Higher High Water feet
Kiska Harbor, AK	(51°59'N/177°33'E)	3.6

(Apr 2004)

50' 55' 178° 05'

MAGNETIC
VAR 3°43'E (2005)
ANNUAL DECREASE 2'

McArthur Reef
Kelp
Tide Rips
Zapad Head
PASS

Joins page 7
Joins page 14

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

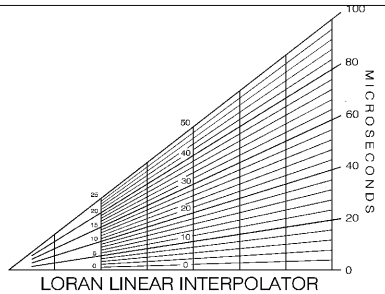
Yards
1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.

ects in aids to
this chart. See

ferred to datum of soundings (MLLW)

Mean High Water	Mean Low Water	Extreme Low Water
feet	feet	feet
3.2	1.2	--.--



LORAN LINEAR INTERPOLATOR

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

10' 15' 178° 20' 25'

52° 10'

05'

SOURCE

B3	1940 - 1969 NOS Surveys	partial bottom coverage
B4	1900 - 1939 NOS Surveys	partial bottom coverage

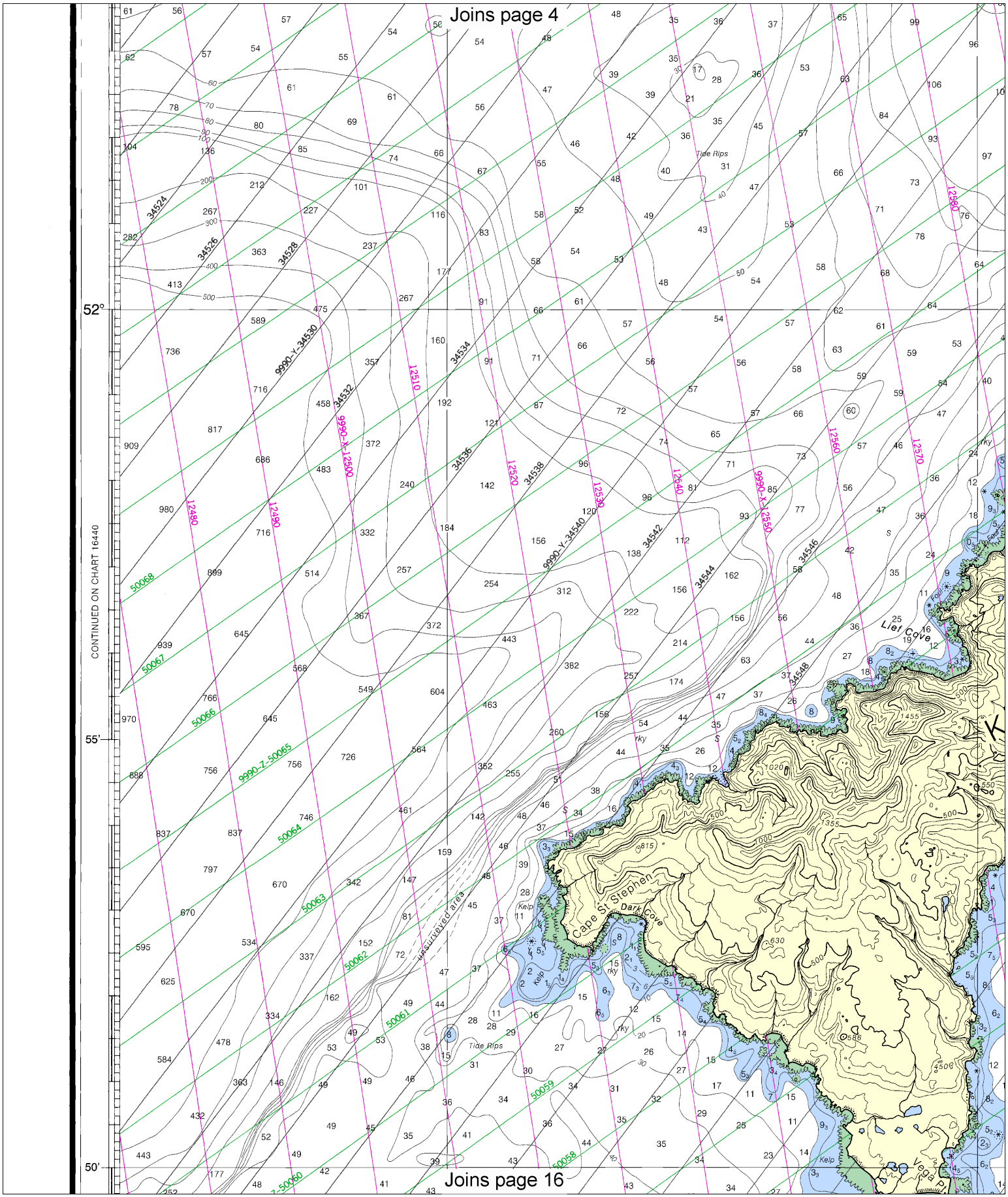
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Gula Pt

Tide Rips

Joins page 15



10

Note: Chart grid lines are aligned with true north.

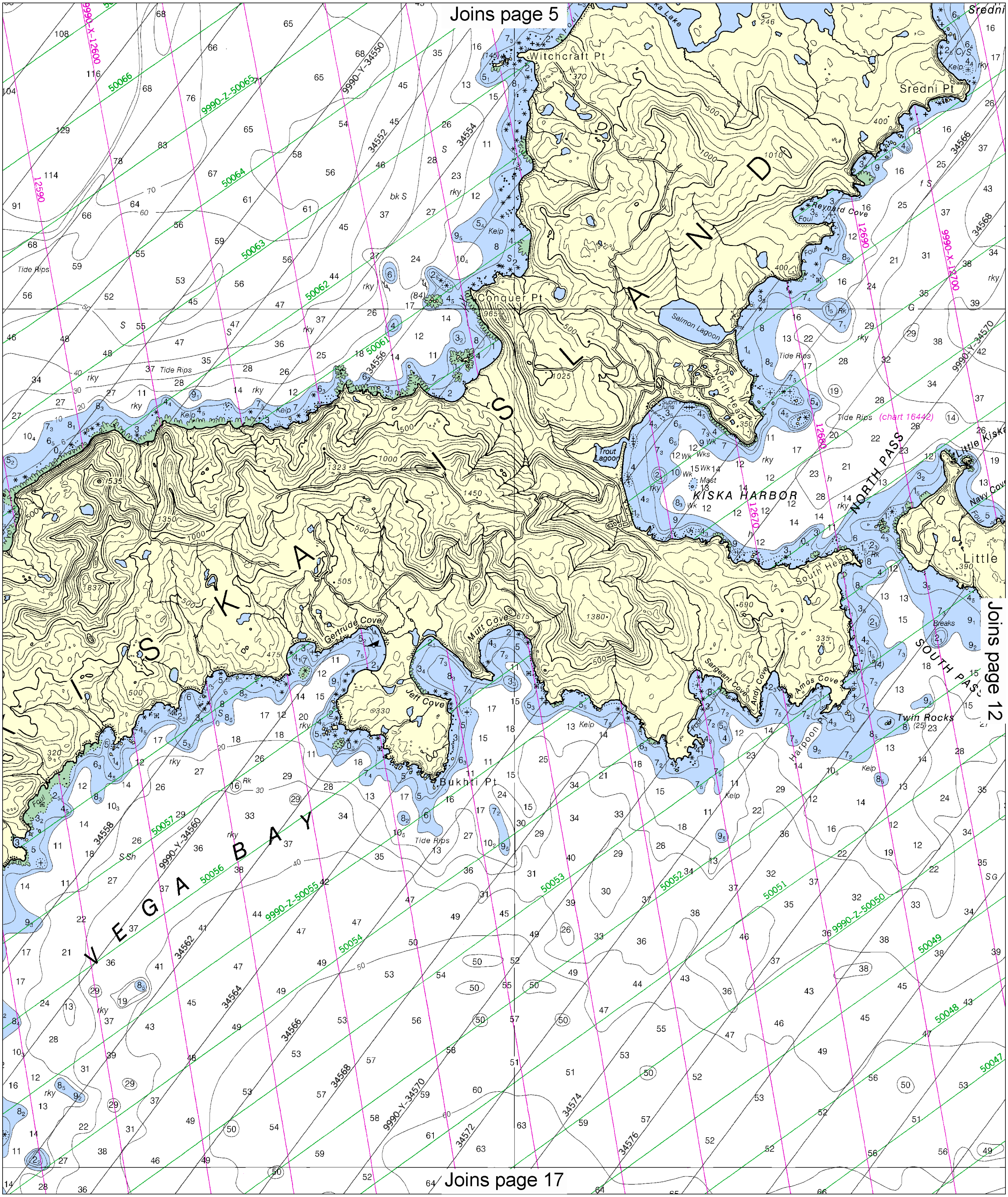
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

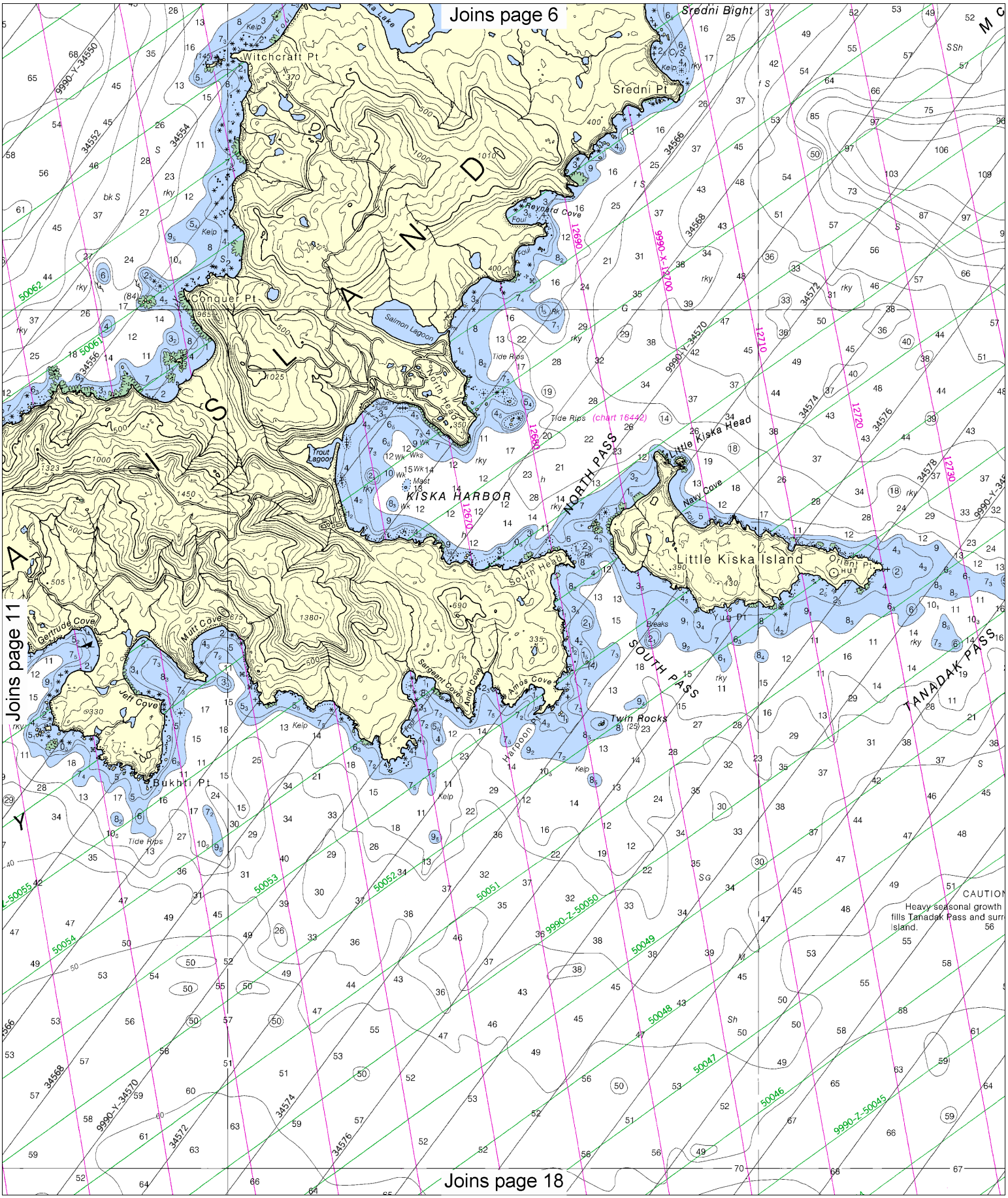
See Note on page 5.

Joins page 5



Joins page 12

Joins page 17



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

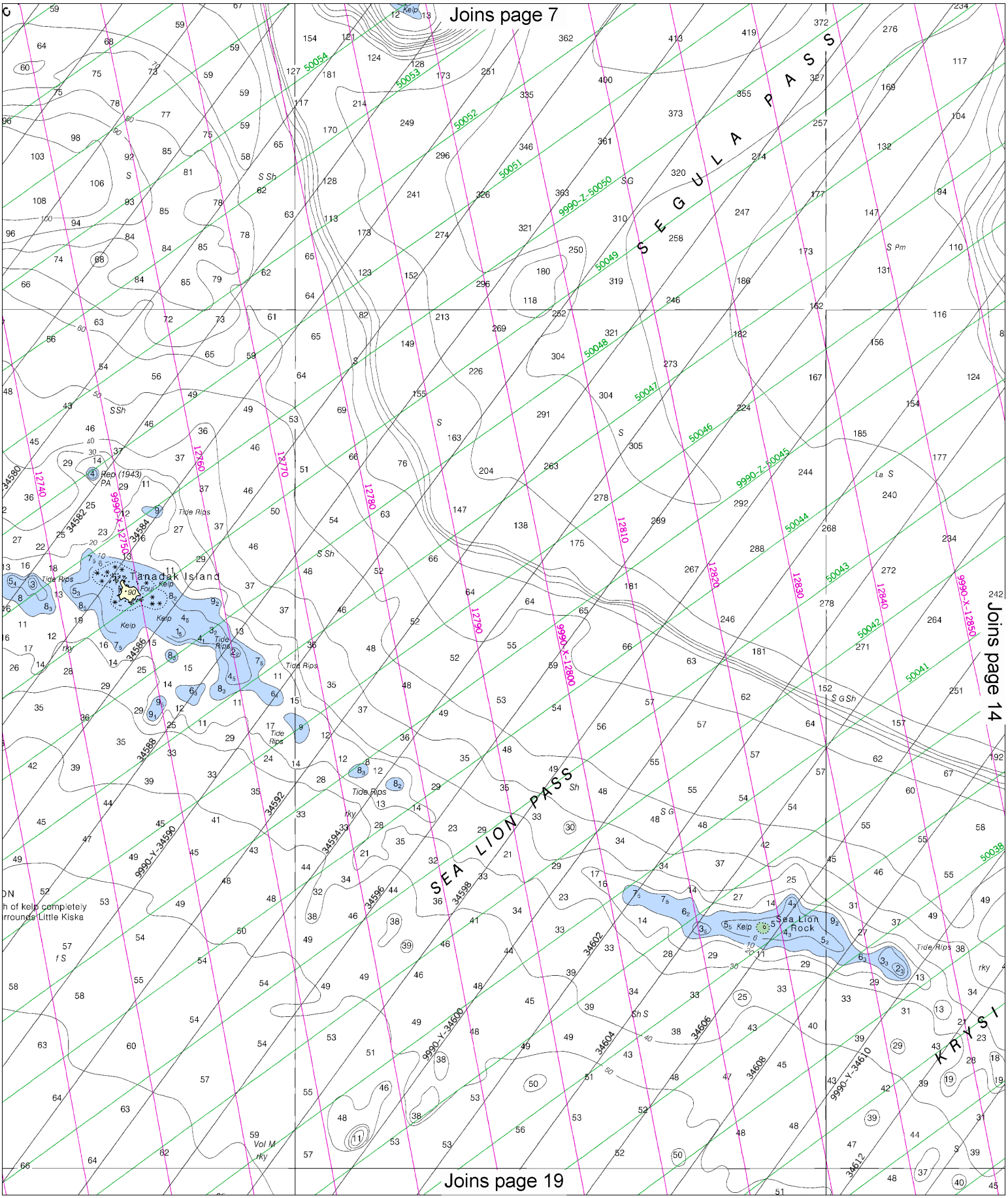
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
SEGULA PASS
Tanadak Island
Four Kelp
Kelp
Tide Rips
Rep (1943)
PA
SEA LION PASS
Sea Lion Rock
Kelp
Tide Rips
KRYSI
Joins page 14
Joins page 19
50054
50053
50052
50051
9990-Z-50050
50049
50048
50047
50046
9990-Z-50045
50044
50043
50042
50041
50038
12740
12760
12770
12780
12790
9990-X-12800
12810
12820
12830
12840
9990-X-12850
9990-X-12750
34580
34582
34584
34585
34586
34588
34592
34594
9990-Y-34590
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34598
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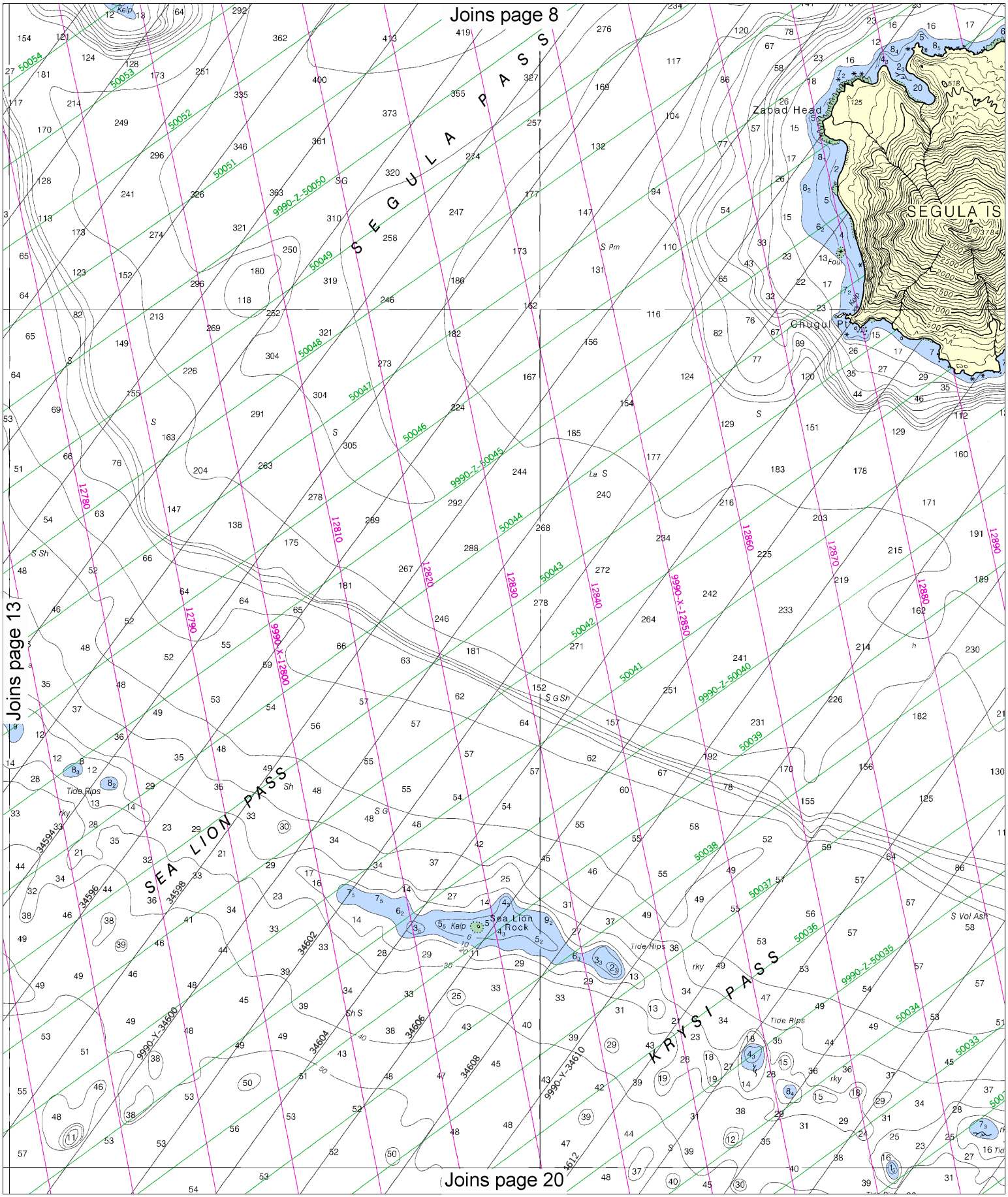
34606
34608
9990-Y-34600
9990-Y-34610
34612



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

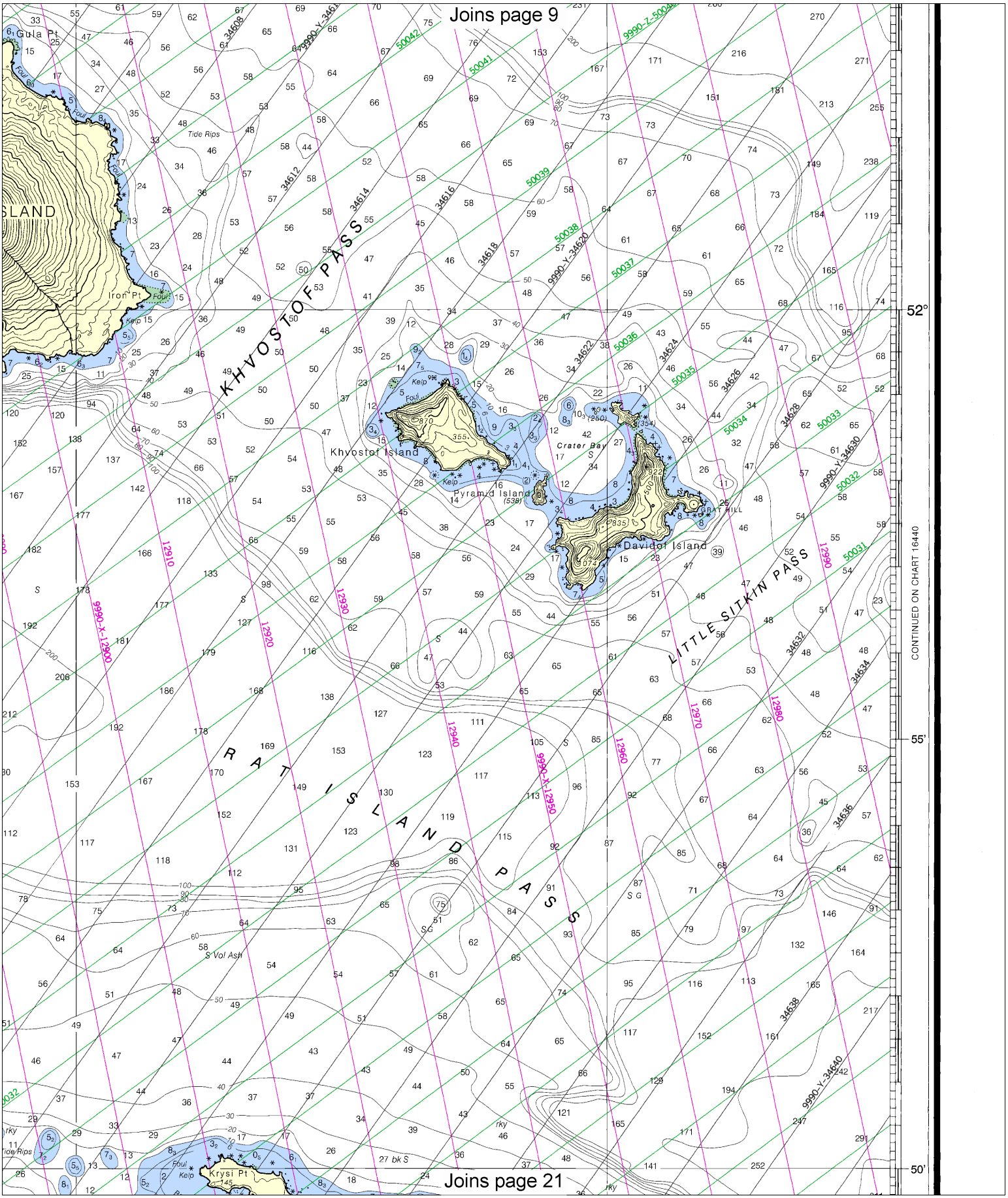
Nautical Miles

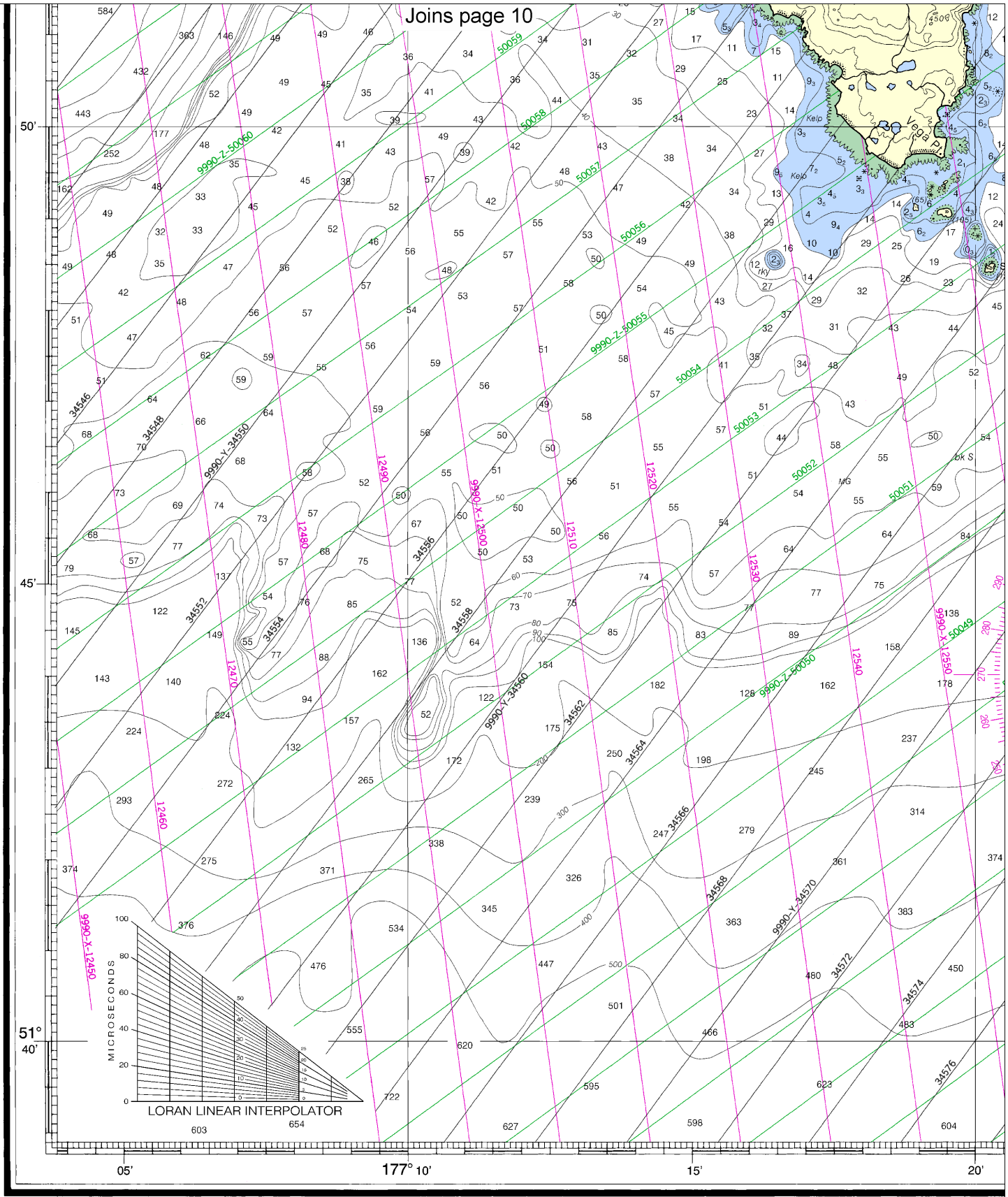
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 9
Gula Pt
Iron Pt
Kelp
Foul
Tide Rips
KHVOSTOF PASS
Khvostof Island
Pyramid Island
(538)
Crater Bay
Davidof Island
(2835)
LITTLE SITKIN PASS
RAT ISLAND PASS
S Vol Ash
Krysi Pt
27 bk S
Joins page 21
52°
55'
50'
CONTINUED ON CHART 16440



8th Ed., Jan./05 ■ Corrected through NM Jan. 15/05
Corrected through LNM Jan. 4/05

16441

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO subsequent to the NM corrected through date corner, is available from the Chief, Marine Cha Ocean Service, NOAA, Silver Spring, Maryland

16

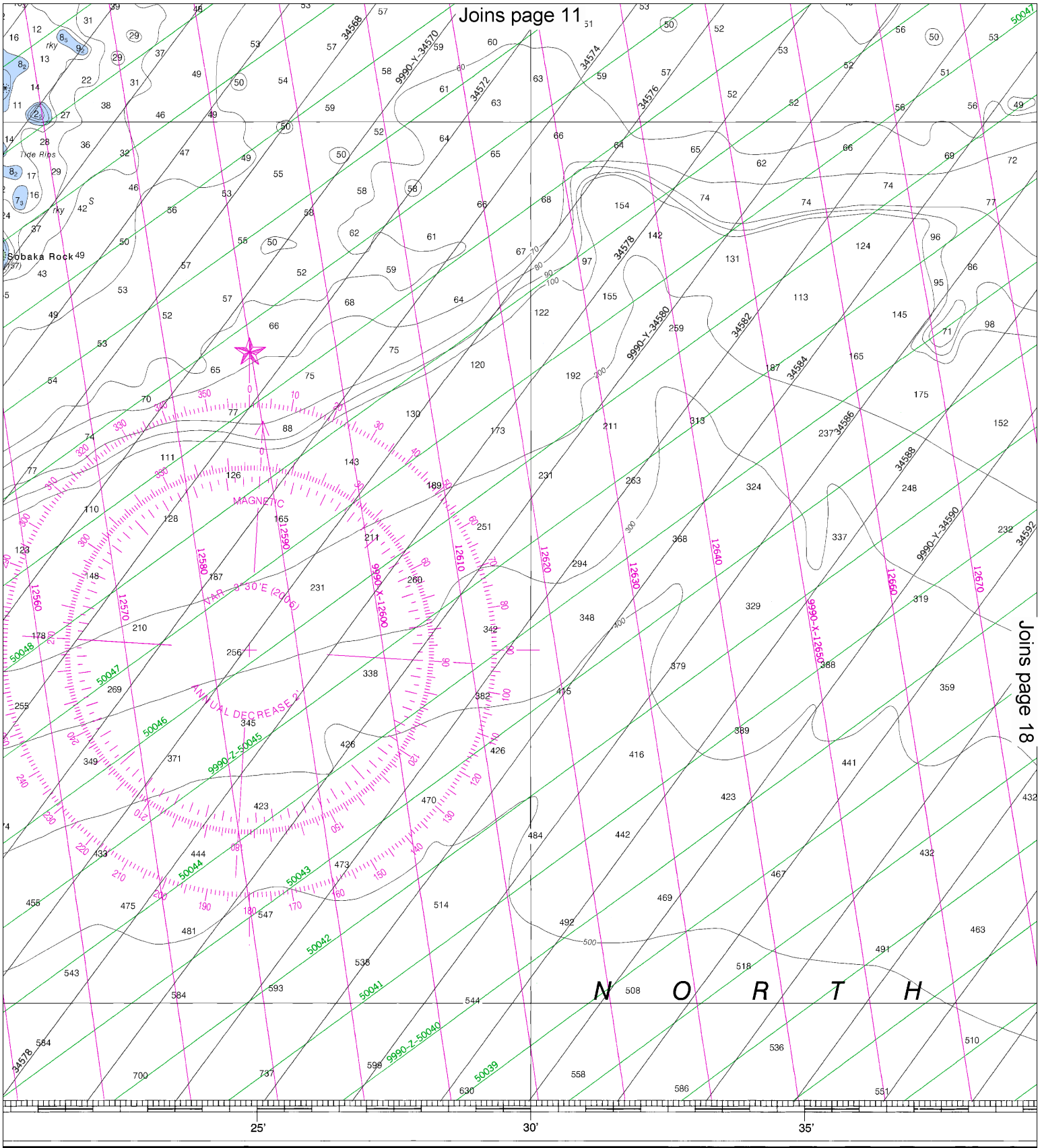
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

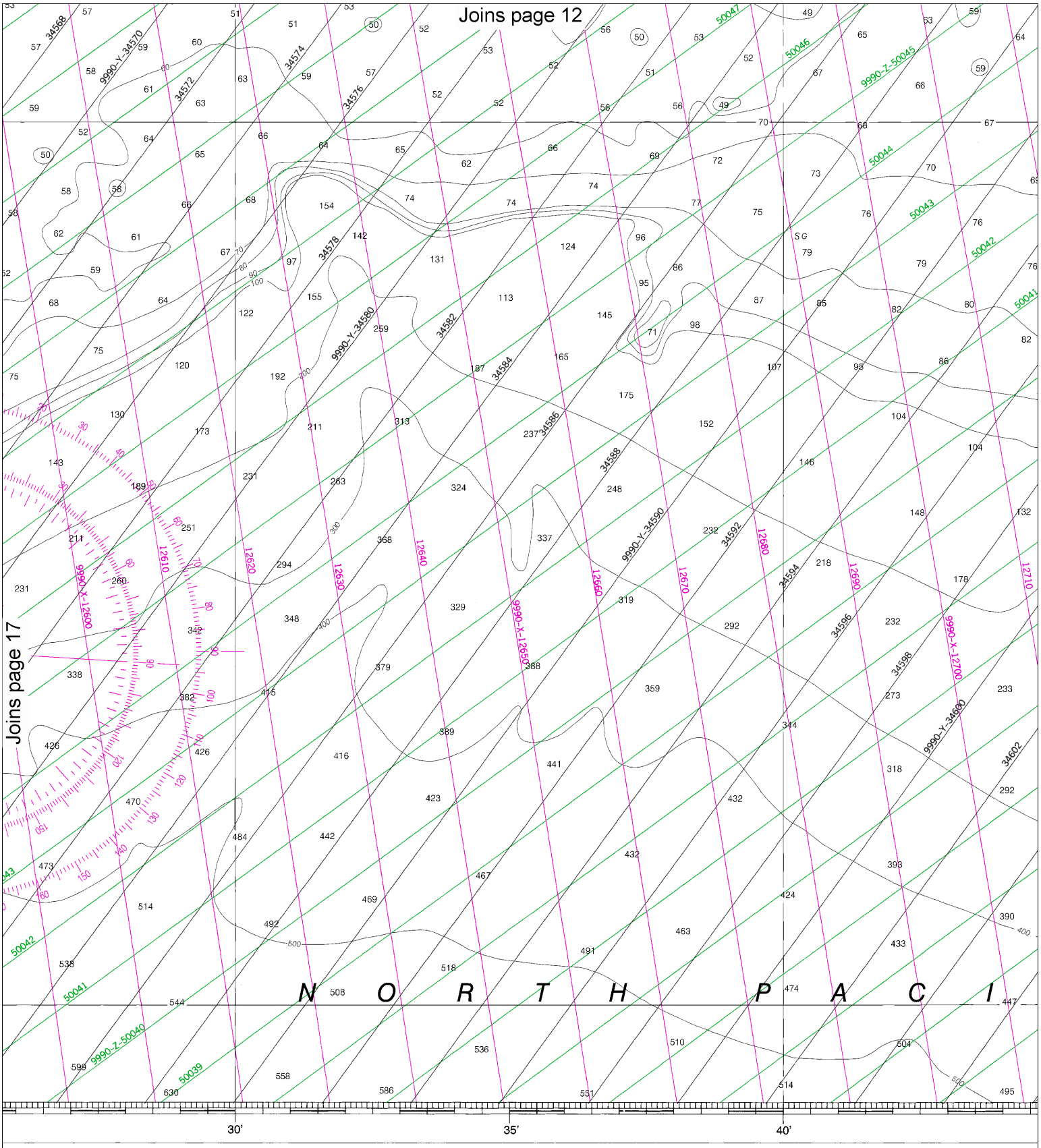
See Note on page 5.



CE
O MARINERS (NM) corrections
e shown in the lower left hand
hart Division (N/CS2), National
d 20910-3282.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



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Published at
U.S. DEPARTME
NATIONAL OCEANIC AND A
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Note: Chart grid lines are aligned with true north.

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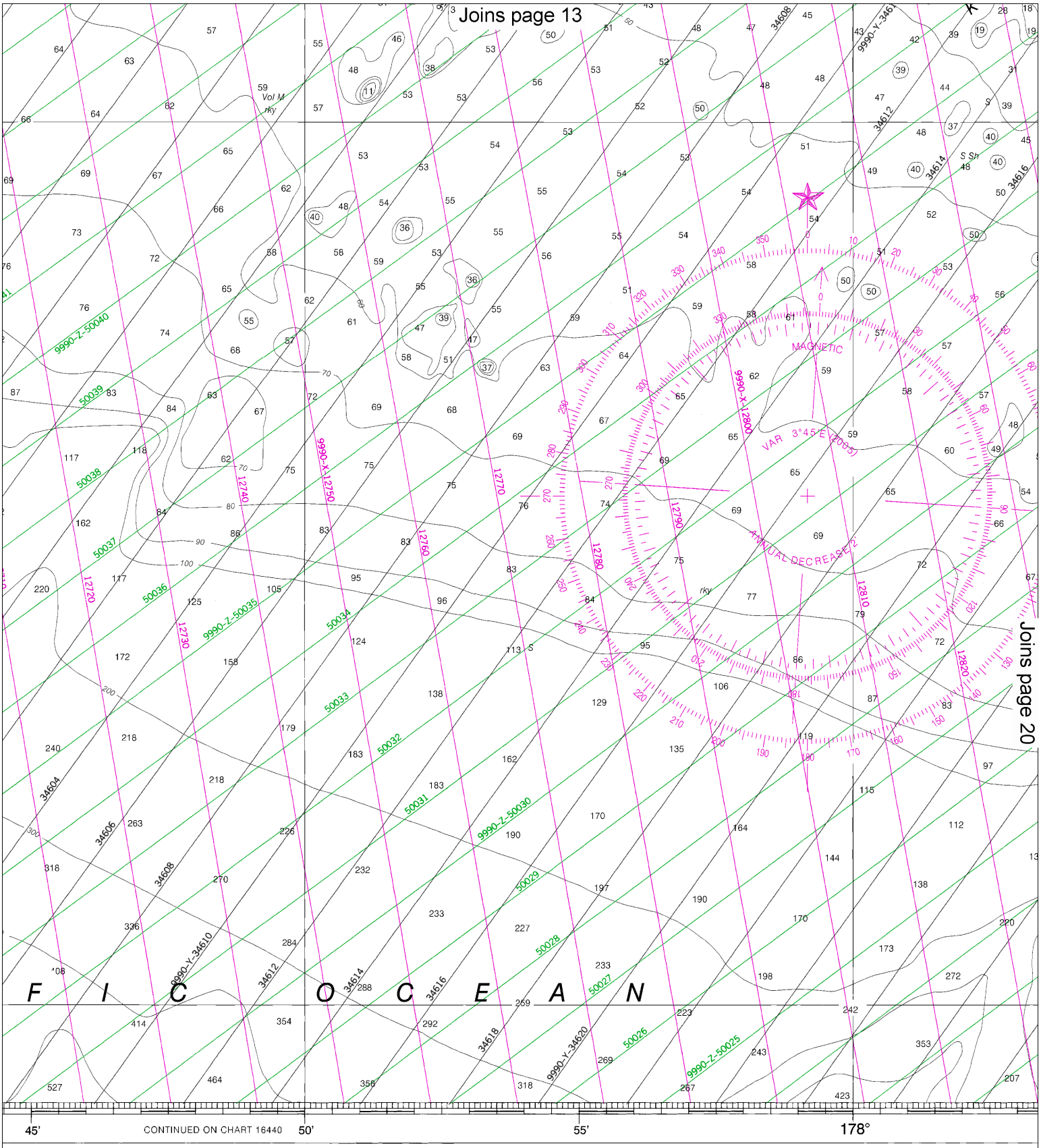
See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

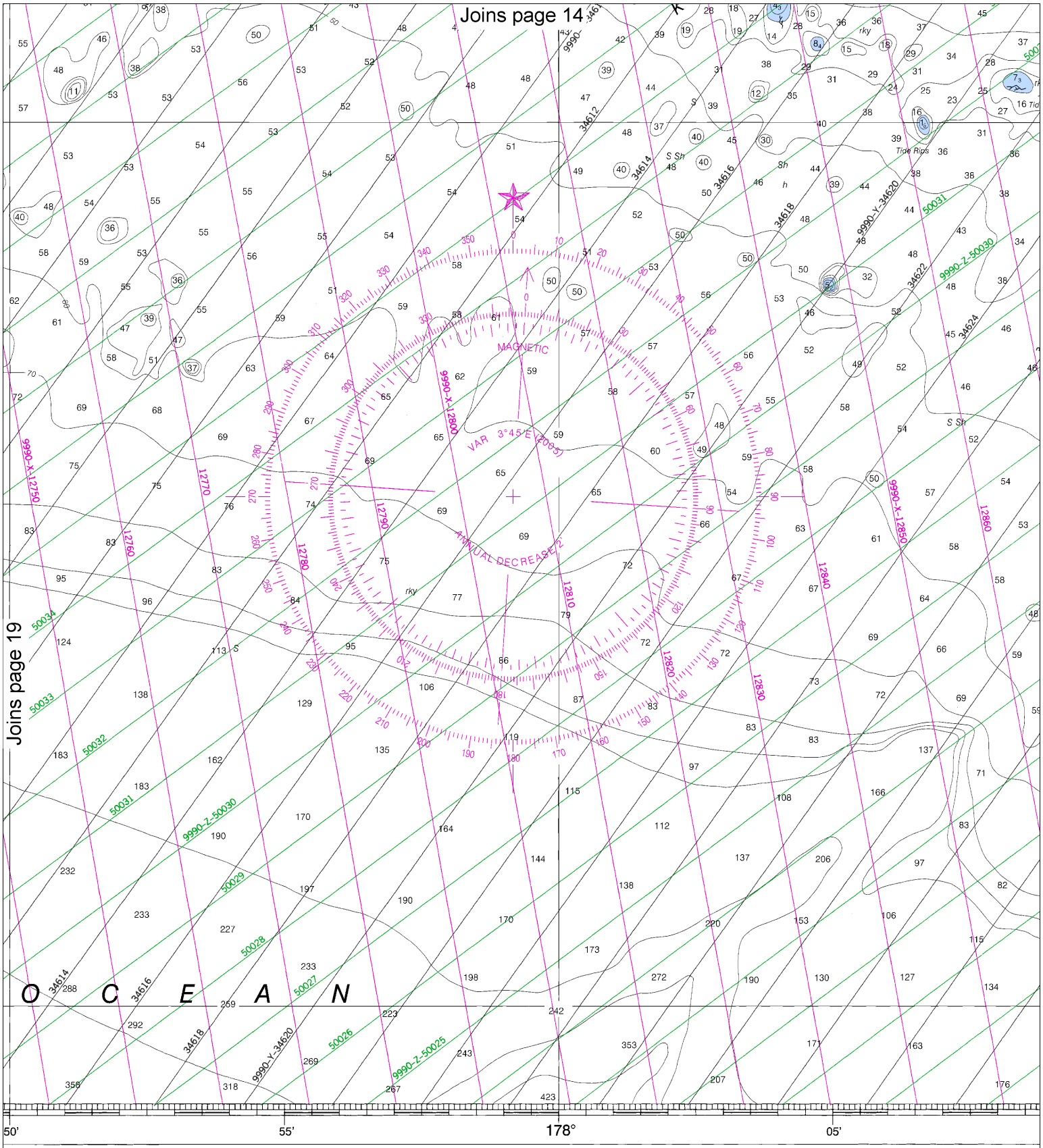
Yards
1000 0 2000 4000 6000 8000 10000



at Washington, D.C.
MENT OF COMMERCE
ATMOSPHERIC ADMINISTRATION
OCEAN SERVICE
AST SURVEY

SOUNDINGS I

(FATHOMS AND FEET



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

FATHOMS
FEET
METERS

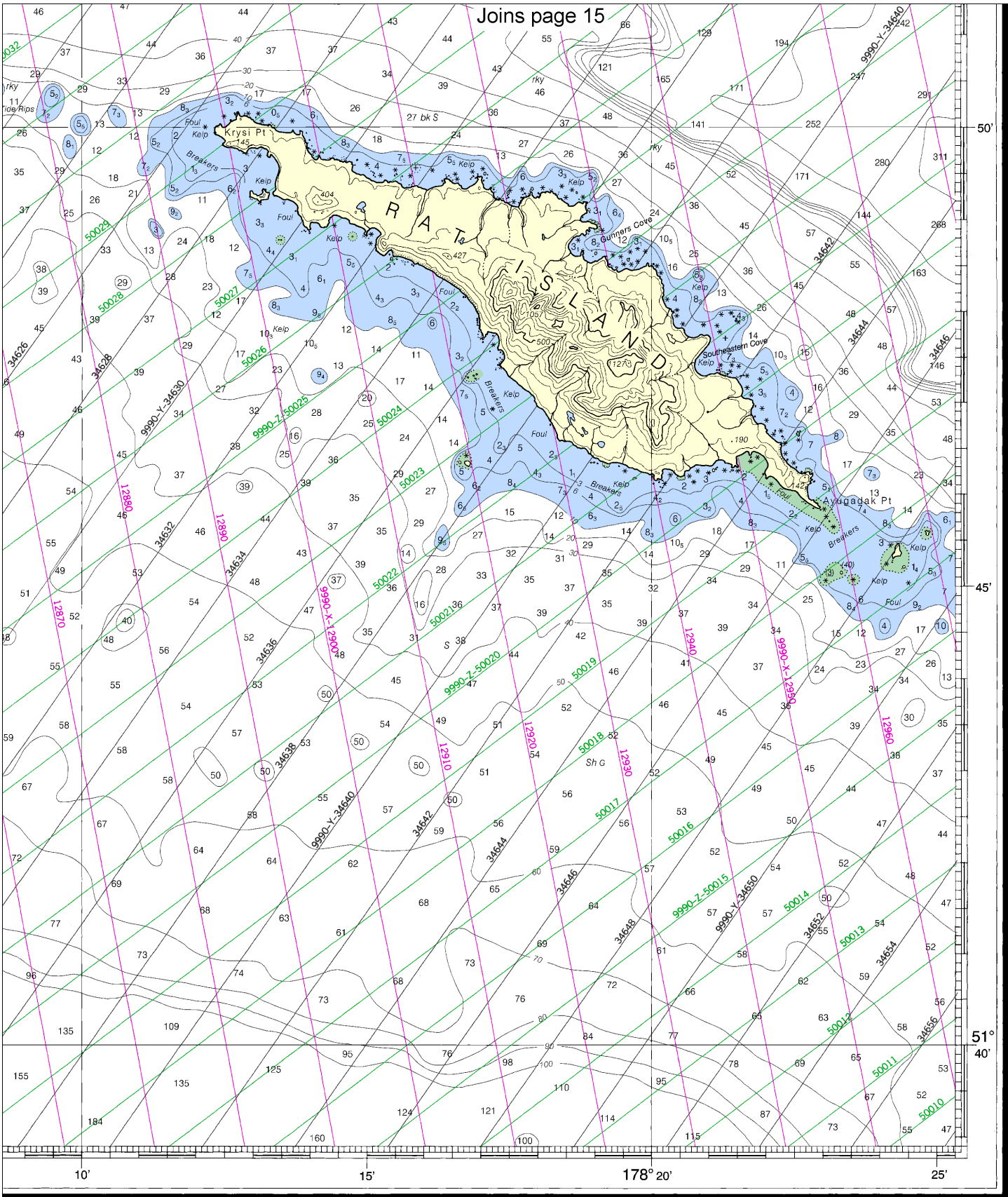
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Kiska Island and Approaches

SOUNDINGS IN FATHOMS - SCALE 1:80,000

16441

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NSN 7642014011240

NGA REFERENCE NO. 16ACO16441

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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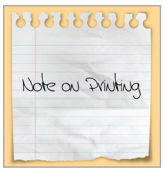

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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